



# King County

1200 King County  
Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Meeting Agenda Regional Transit Committee

**Councilmembers:** Claudia Balducci, Chair; Reagan Dunn, Dave Upthegrove  
**Alternate:** Joe McDermott

**Sound Cities Association:** Dave Asher, Kirkland; Bruce Bassett, Mercer Island; Dennis Higgins, Kent;  
Dave Hill, Algona; Kathy Hougardy, Tukwila; Kathy Huckabay, Sammamish;  
Ed Prince, Renton; John Wright, Lake Forest Park;  
**Alternates:** Claude DaCorsi, Auburn; Amy Ockerlander, Duvall;  
Hank Margeson, Redmond; Bill Ramos, Issaquah

**City of Seattle:** Lisa Herbold; Mike O'Brien; **Alternate:** Debora Juarez

**Staff:** Paul Carlson, Lead Staff (206-477-0875)  
Erica Newman, Committee Assistant (206-477-7543)

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3:30 PM

Tuesday, August 30, 2016

Room 121 & 123

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### SPECIAL WORKSHOP MEETING Chinook Building 401 5th Ave Seattle, WA 98104

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

1. **Call to Order**

To show a PDF of the written materials for an agenda item, click on the agenda item below.

2. **Roll Call**

### Discussion

3. [Proposed Ordinance No. 2016-0404 pp. 3-46](#)

AN ORDINANCE relating to public transportation; adopting King County Metro's long-range transit service and capital plan.

**Sponsors:** Ms. Balducci

Paul Carlson, Committee Staff



Sign language and communication material in alternate formats can be arranged given sufficient notice (296-1000).  
TDD Number 296-1024.

ASSISTIVE LISTENING DEVICES AVAILABLE IN THE COUNCIL CHAMBERS.



## Adjournment



## Regional Transit Committee

### STAFF REPORT

<b>Agenda Item:</b>	3	<b>Name:</b>	Paul Carlson
<b>Proposed No.:</b>	2016-0404	<b>Date:</b>	August 30, 2016

**SUBJECT:** *Metro Connects: King County Metro's Long Range Vision*, the King County Metro Transit Long Range Plan (LRP).

**SUMMARY:** Today's workshop will give Regional Transit Committee (RTC) members an opportunity to build on the August 14, 2016 initial presentation on the Executive's proposed Long Range Plan, *Metro Connects: King County Metro's Long Range Vision*.

### **RESOURCES FOR TODAY'S WORKSHOP (ATTACHMENTS 1-4)**

Attached to this staff report are materials for the workshop:

1. August 30, 2016 Draft Agenda
2. King County Metro Transit Presentation, August 30, 2016 [note that one slide is still under development]
3. *Metro Connects* 4-page handout
4. Technical Advisory Committee (TAC) Membership Roster

Since the workshop focus is on broader issues, RTC members may find it helpful to know that King County Metro staff would be happy to arrange meetings with RTC members and jurisdiction TAC members to address individual concerns. Staff plan on staying after the workshop with maps to discuss any immediate issues.

## **ON LINE RESOURCES**

Here is a link to the County Council webpage for Proposed Ordinance 2016-0404, including the ordinance, *Metro Connects*, the Executive's transmittal letter, and the Public Engagement Report:

<http://mkcclegisearch.kingcounty.gov/LegislationDetail.aspx?ID=2810244&GUID=EB18D310-12DE-45F1-9CB7-1328DA6518BF&Options=ID|Attachments|&Search=2016-0404>

The Plan webpage on the King County Metro website is found here:

<http://www.kcmetrovision.org/>

DRAFT – 8/18/16

## RTC Workshop Agenda

August 30, 2016

### Introduction

The King County executive transmitted METRO CONNECTS to the King County Council on August 10th. It was immediately referred to the RTC for consideration. This workshop will provide an opportunity to review the plan with Metro staff as part of the RTC review.

### Objectives

- Familiarize RTC members with METRO CONNECTS and how it relates to the following areas of interest
  - METRO CONNECTS relationship to current policy documents and plans (local and regional)
  - How frequently METRO CONNECTS would be updated, how will it stay current, and how will it facilitate meaningful partnerships
  - The service network, access to the network, and alternative services
  - How the plan could be implemented and financial details of METRO CONNECTS
- Illustrate how METRO CONNECTS has been shaped by city, RTC and stakeholder input

### Agenda

1. **METRO CONNECTS context** (To address the issues of: plan scope and purpose, relationship with current policy documents and plans, update cycle, and how it will facilitate meaningful partnerships)
  - What does the plan say
  - Story of how we got here
  - Questions
2. **Service Network Overview** (To address the issues of: service network, access and alternative services)
  - What does the plan say
  - Story of how we got here
  - Questions
3. **Implementation Program – deep dive** (To address the issues of: Implementation, development timeline, how it will facilitate meaningful partnerships, and financial details)
  - What does the plan say
  - Story of how we got here
  - What this means
  - Questions
4. **Next Steps**
  - RTC Review schedule
  - Workshop write-up

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# METRO CONNECTS



**Regional Transit Committee Workshop**  
**August 30, 2016**

RTC Packet Materials Page 7

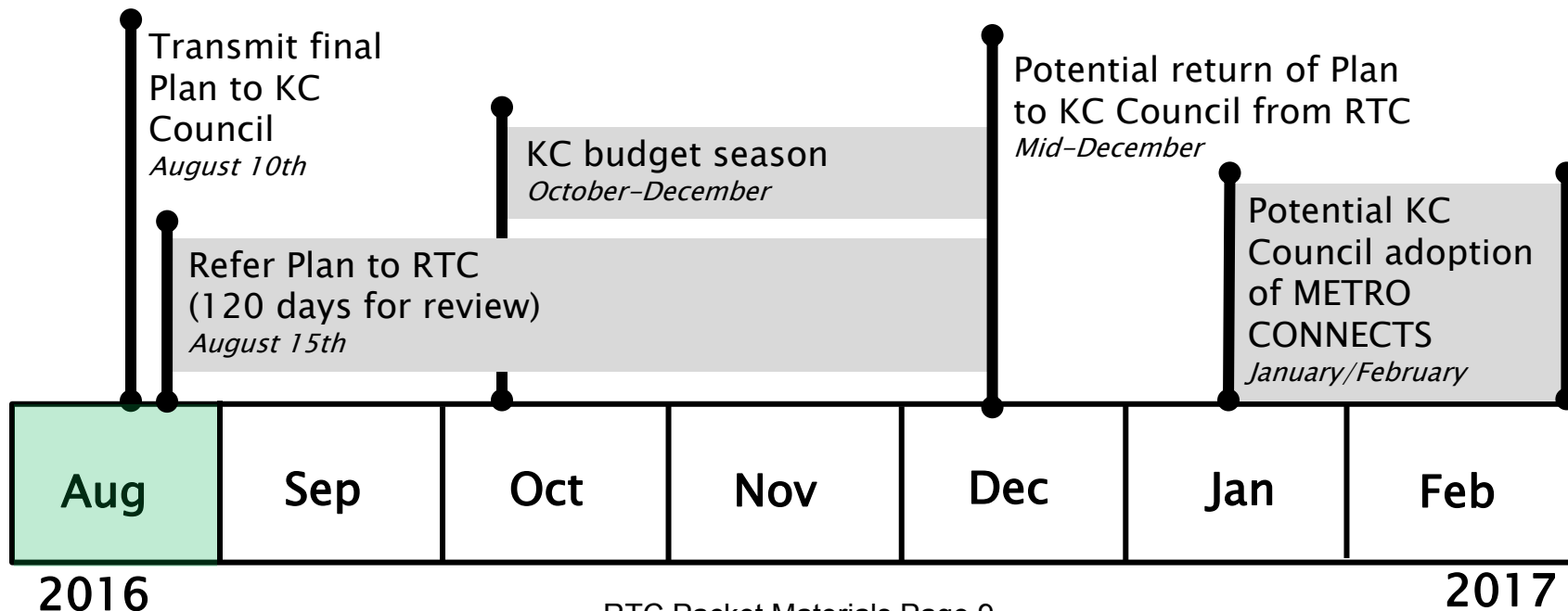
# Today's Agenda

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- Familiarize RTC members with METRO CONNECTS and how it relates to the following areas;
  - Relationship to current policy documents and plans
  - When will it be updated and how it will stay current
  - How it will facilitate partnerships
  - The service network, access to the network, alternative services
  - Implementation and financial details
- Illustrate how METRO CONNECTS has been shaped by city, RTC, and stakeholder input

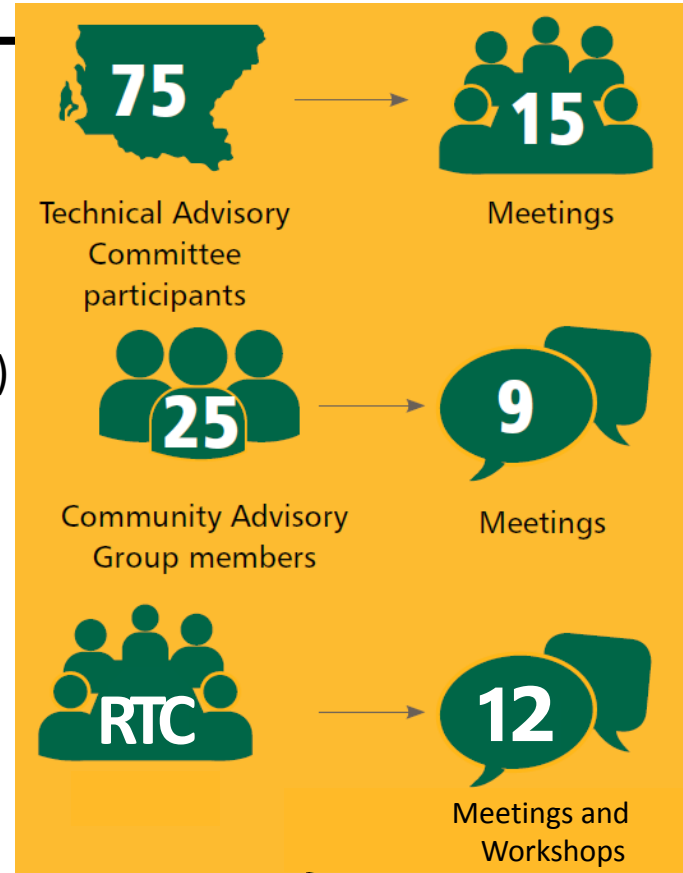


# METRO CONNECTS Proposed Project Timeline



# Process and Review

- Development process
  - Developed service concepts (April '15)
  - Developed draft preliminary network (Oct '15)
  - Developed draft METRO CONNECTS (April '16)
  - Transmitted complete METRO CONNECTS (Aug '16)
- Review tools
  - Comment Summaries
  - Online [network](#) and “[how far you can go](#)” maps and supporting [resources](#)



# RTC Review and Recommendation

## RTC Meetings & Workshops to develop METRO CONNECTS

### 2015

- 3/18:** Workshop session on the long-range plan (LRP)
- 4/15:** Report on initial concepts for LRP development
- 6/17:** Workshop session on the LRP
- 9/16:** Meeting included a workshop session on the LRP
- 10/16:** Meeting featured a short discussion of LRP next steps
- 11/18:** Capital Investment Context and Innovation in the LRP

### 2016

- 2/17:** Review Scope and Scale of LRP Capital and Infrastructure Investments
- 3/16:** LRP Performance review and relationship with other plans
- 4/27:** Review draft METRO CONNECTS LRP
- 5/18:** Review proposed service types and levels, partnerships, and implementation.
- 6/15:** Discuss public comments & review METRO CONNECTS changes with of ST3 proposal

## METRO CONNECTS Transmitted to Council

- Transmitted August 10
- RTC 120 day review began on August 15



## RTC Engagement:

- ☒ **8/17:** Provide overview of transmitted METRO CONNECTS plan and feedback received
- ☐ **8/30:** RTC Special deep-dive Workshop
- ☐ **9/21:** RTC meeting
- ☐ **10/19:** RTC meeting

***Up Next:***

# Context of METRO CONNECTS

- Plan scope and purpose
- Facilitate meaningful partnerships
- Relationships with current policies and plans, and update cycle

Questions to cover from the August 17 RTC Meeting:

- ☐ Update schedule for plan
- ☐ Where does METRO CONNECTS fit into other plans/role of the plan
- ☐ How to prepare for hitting 2040 growth projections earlier

# What is METRO CONNECTS

“This vision is intended to be our atlas as we create an integrated transportation system that connects people to opportunity, protects our environment, and knits together our growing cities.” – King County Executive Dow Constantine



## More frequent service

- 26 RapidRide lines and more frequent service



## All-day service

- Express buses, running every 15 to 30 minutes



## More local service

- Regular routes and community tailored options



## Investments to make travel faster

- Make transit faster, more reliable and efficient



## On demand travel

- Evolving options accessible from you smartphone



## Improved access to transit

- Easier and safer ways to get drive, walk, or bike to transit



## Partnerships and Coordination

- Work closely with cities and transit agencies



## Behind-the-scenes investments

- Expand fleet and service needs to support our vision

# What does the plan do?

MC Sections:	Examples: Within scope of METRO CONNECTS	Examples: Not in scope of METRO CONNECTS
Service Network	<ul style="list-style-type: none"><li>• Sets draft 2025 and 2040 network</li><li>• Outlines emphasis on different service types</li></ul>	<ul style="list-style-type: none"><li>• Prioritize implementation of new services</li><li>• Identify specific alternative services projects and evaluation criteria</li></ul>
Service Quality	<ul style="list-style-type: none"><li>• Identifies types and order of magnitude of capital investments to support fast and reliable service and innovation</li></ul>	<ul style="list-style-type: none"><li>• Specify road segments or intersections or timing of capital investments</li></ul>
Critical Support Services	<ul style="list-style-type: none"><li>• Defines the types and quantities of support facilities and infrastructure</li></ul>	<ul style="list-style-type: none"><li>• Identify specific location or timing of base expansion or other critical support services</li></ul>
Attaining the Vision	<ul style="list-style-type: none"><li>• High-level cost estimates for 2025 and 2040</li></ul>	<ul style="list-style-type: none"><li>• Identify funding source beyond existing King County revenue sources and partnerships</li></ul>

# How we got to METRO CONNECTS

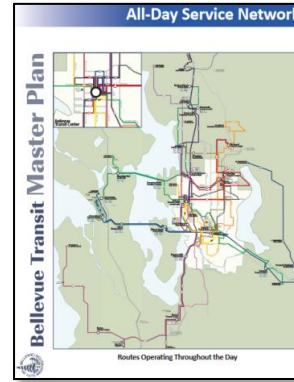
## Where is Transit Going in the Future

- Service and Capital requirements
- Long-term funding needs

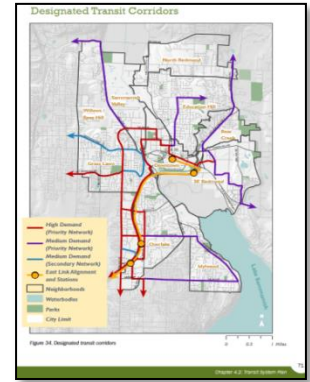
## How will transit support local development?

- Land use/density decisions
- TOD development
- ROW decisions & Prioritization
- Regional coordination
- Competitive grant applications

*Bellevue Transit Master Plan*



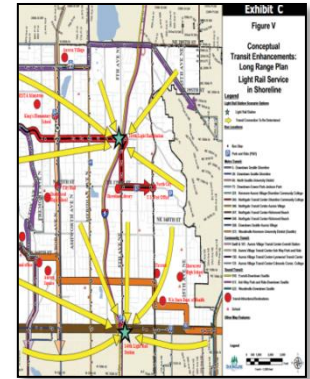
*Redmond TMP*



*Federal Way Comp Plan*



*Shoreline Comp Plan*



# Example: Bellevue College

## Without METRO CONNECTS

- City developed TMP

## With METRO CONNECTS

- Shared vision for corridor





# Example: Shoreline

## Without METRO CONNECTS

- Focused around Light Rail stations and ST BRT

## With METRO CONNECTS

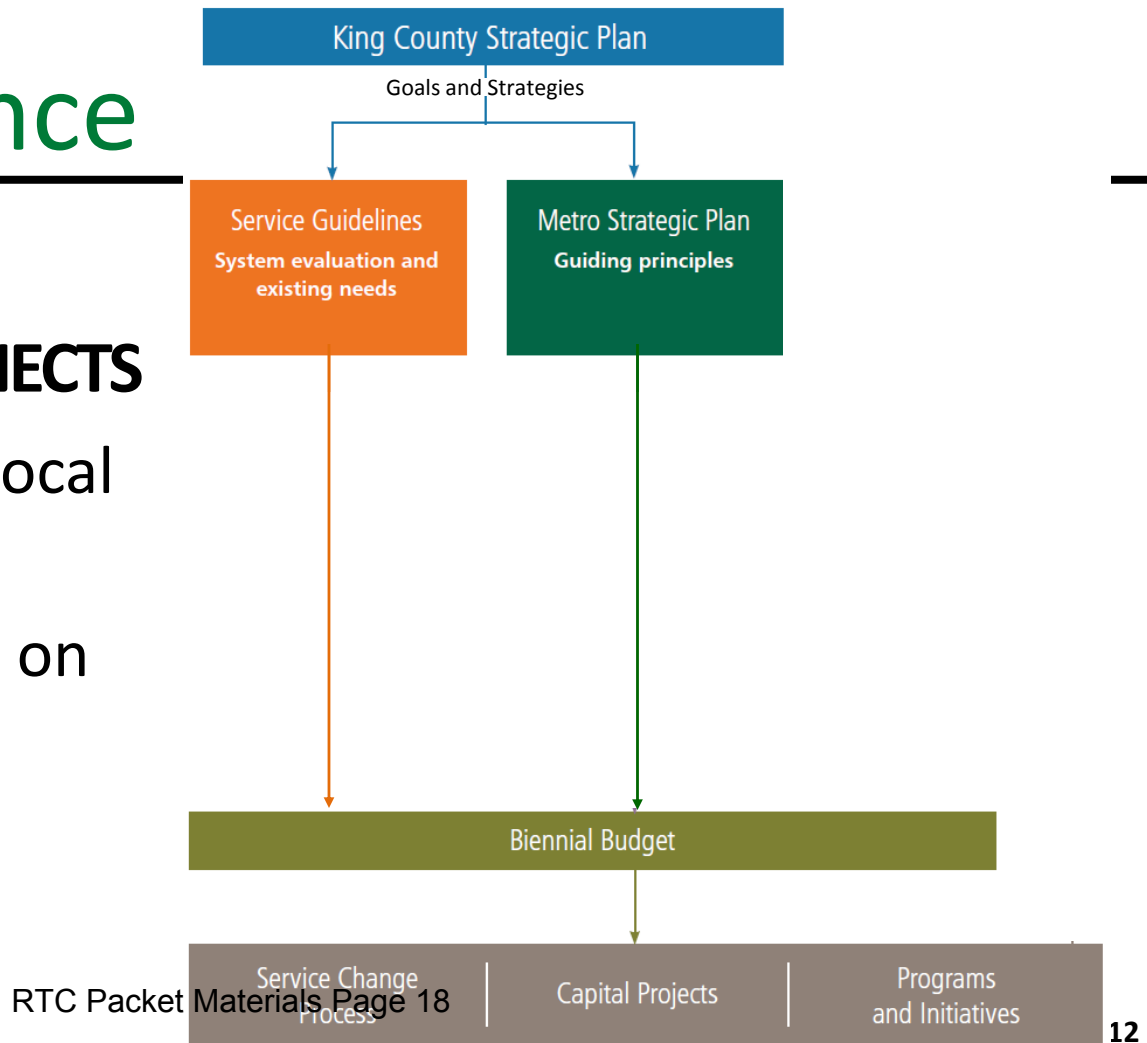
- Review of all transit corridors
- Understanding of all transit opportunities and needs



# Policy Guidance

## Without METRO CONNECTS

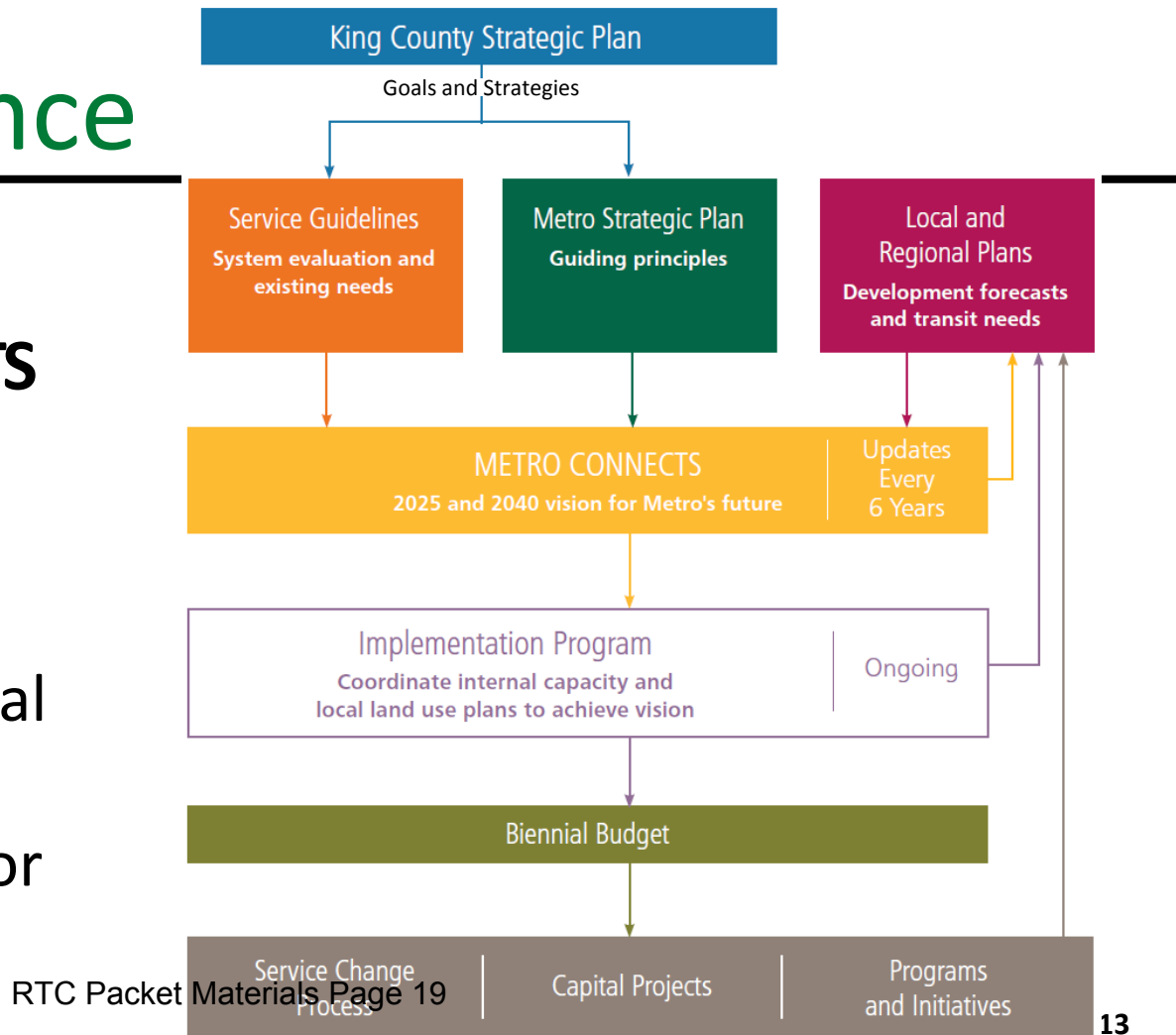
- Limited influence of local and regional plans
- Process is based only on existing conditions



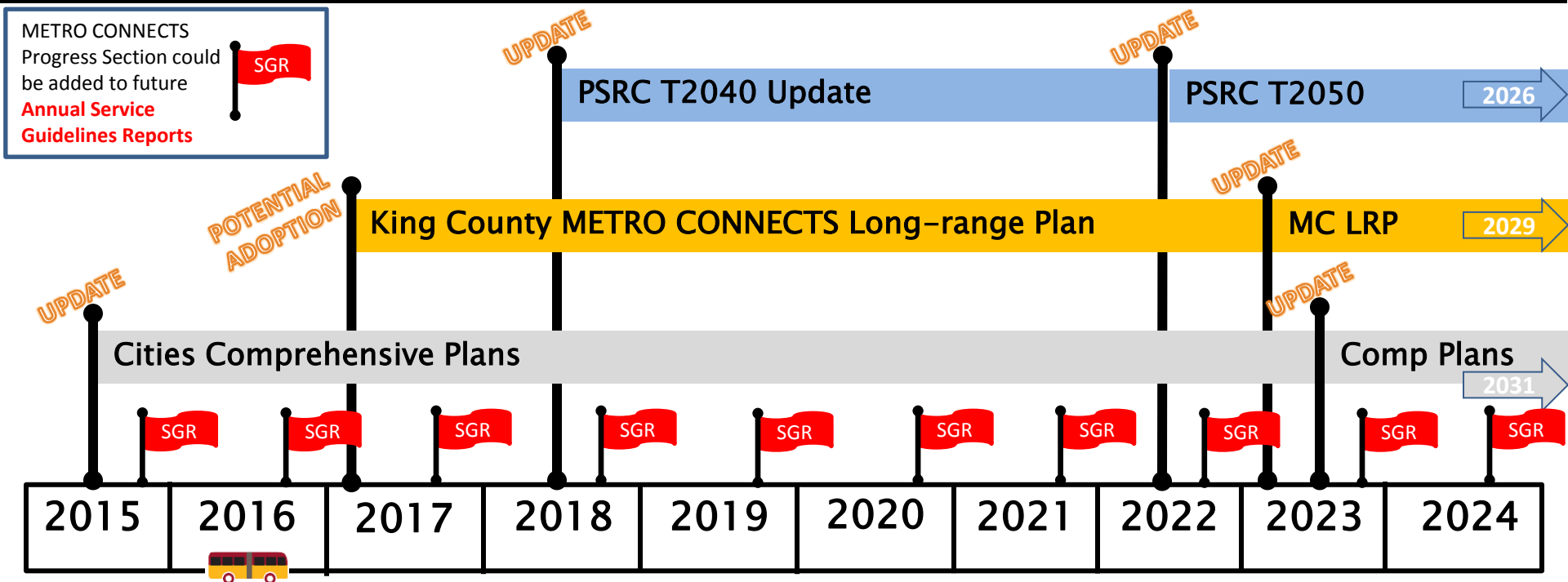
# Policy Guidance

## With METRO CONNECTS

- Long-range plan is guided by existing policies
- Formally includes local and regional plans
- Establishes a vision for the future



# Keeping the plan current



- METRO CONNECTS updated every 6 years to align with CIP, budget and reflect current conditions

# Discussion or Questions?

Review of what we just covered:

## **Context of METRO CONNECTS**

- Plan scope and purpose
- Facilitate meaningful partnerships
- Relationships with current policies and plans, and update cycle

Did we answer these questions:

- ☒ Update schedule for plan
- ☒ Where does it fit into other plans/role of the plan
- ☒ How to prepare for getting 2040 growth projections earlier

***Up Next:***

# Service Network Overview

- Service Network
- Alternative Services
- Access to Transit

Questions to cover from the August 17 RTC Meeting:

- ☐ More information on service network
- ☐ Provide matrix on different service types
- ☐ Time span for planning partnerships
- ☐ How Alternative Services is described in the plan
- ☐ More information on system access

# Types of service

## SERVICE TYPE

## FREQUENCY

## STOP SPACING

## HOURS OF SERVICE

## DESCRIPTION



Frequent  
and  
RapidRide

5-15  
MINS

1/2  
MILE

OR MORE FOR  
RAPIDRIDE

1/4  
MILE

TO 1/2 MILE FOR  
OTHER FREQUENT

20  
HRS/DAY

5 a.m.–1 a.m.  
OR MORE TO MEET DEMAND

“Show-up-and-go” service  
with speed and reliability  
improvements; starts early and  
runs late in the day.



Express

15-30  
MINS

MOST TIMES OF DAY

10-15  
MINS

FREQUENT EXPRESS

1-2  
MILES

15  
HRS/DAY

5 a.m.–8 p.m.

Limited-stop service  
between regional centers,  
all day, both ways. Includes  
peak-period service.



Local and  
Flexible\*

30  
MINS

1/4  
MILE

OR MORE

18  
HRS/DAY

5 a.m.–11 p.m.

Fixed-route buses and  
alternatives such as vanpools,  
Dial-A-Ride Transit, community  
shuttles, and real-time ridesharing.

# How the network was developed

## Service Network Concepts

April 2015

**Guided by:**

- Jurisdictions & Stakeholders
- Community Advisory Group
- RTC



## Preliminary Draft Network

October 2015

**Guided by:**

- Jurisdictions & Stakeholders
- Community Advisory Group
- Public Outreach
- RTC



## Draft Network

April 2016

**Guided by:**

- Jurisdictions & Stakeholders
- Community Advisory Group
- Public Outreach
- RTC



## METRO CONNECTS Network

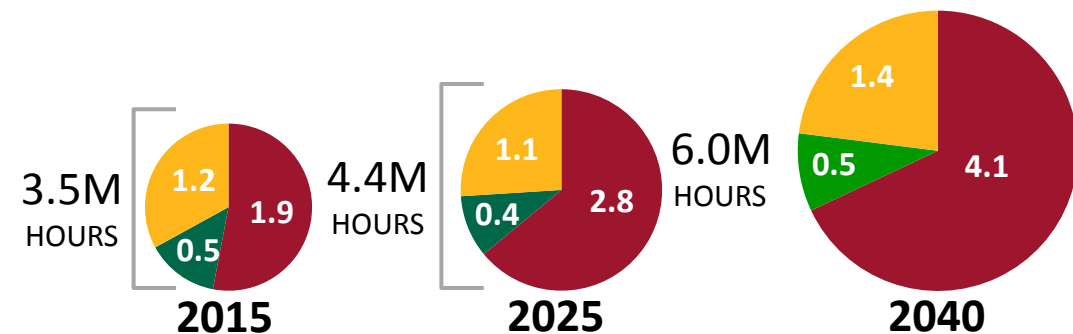
August 2016

**Guided by:**

- King County Council
- Jurisdictions & Stakeholders
- Community Advisory Group
- Public Outreach
- RTC



# Distribution of Transit Service

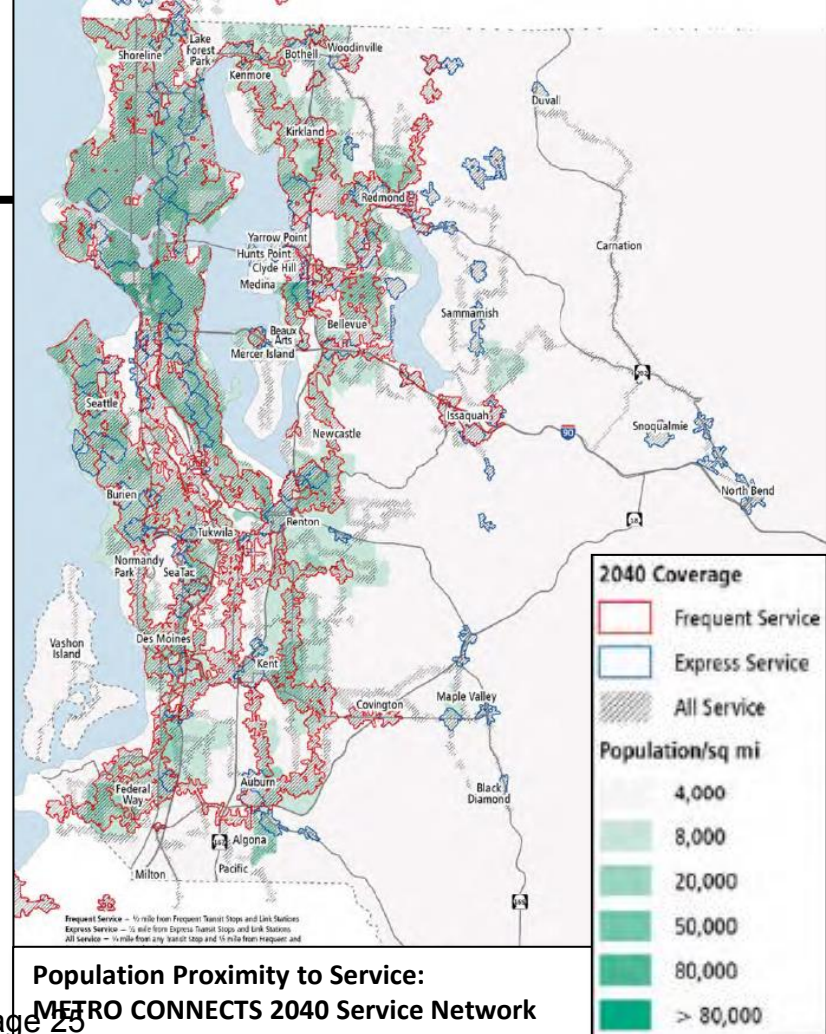


**Split of Service Hours\***

	2015	2025	2040
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Frequent</b>	53%	64%	68%
<b>Express</b>	14%	10%	9%
<b>Local</b>	33%	26%	23%

\*Also see handout

RTC Packet Materials Page 25



# Alternative services

## **METRO CONNECTS Alternative Services Guidance:**

- 23% of future service is planned for future local and flexible service
- Use community-based planning and partnerships to implement new services
- Use local and flexible service investments to better fit communities' needs
- Pilot new and innovative services and technologies to better serve all areas of the county
- Provide less dense areas access to the transit system through park-and-rides

**More program details in September Alternative Services Program Report**

# Access to Transit

## Safe and abundant options for getting to transit service

- Safe, comfortable, and easy
- By walking, biking, driving, taking other transit

## What it would look like

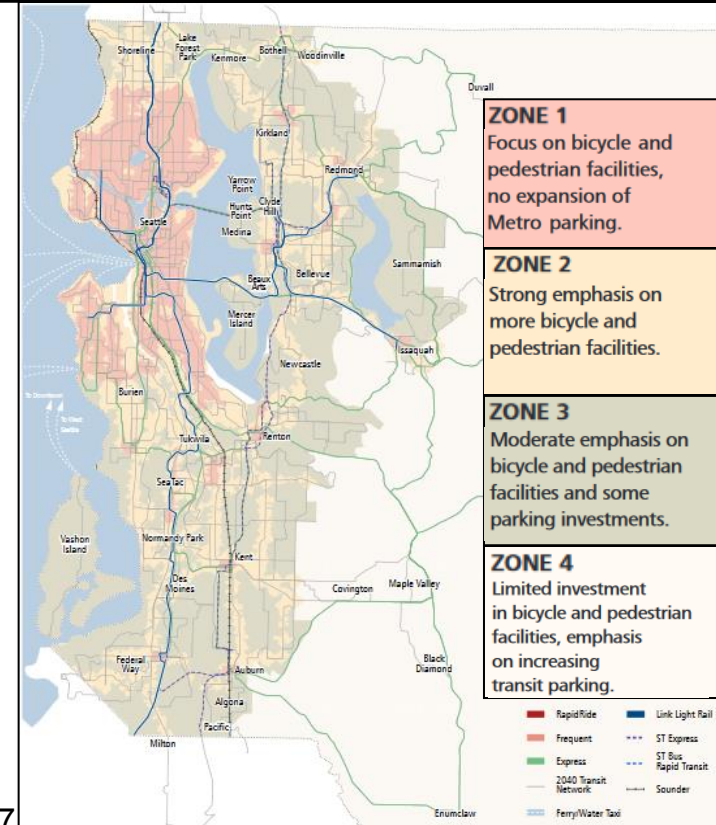
- More, and more efficient transit parking
- Invest in bike and pedestrian improvements
- First/last mile connections

## How will we get there?

- METRO CONNECTS identified four transit access zones where different strategies might be effective
- Collaborate with cities on analysis of detailed motorized and non-motorized improvements

RTC Packet Materials Page 27

**METRO CONNECTS Transit Access Zones map**



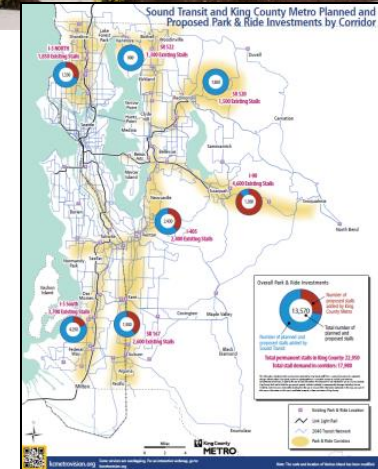
# What it would look like: Parking

## Increased parking efficiency

- Increase utilization through more rideshare and other first/last mile solutions
- Technology improvements like real-time parking information and communication
- Use permits and paid parking to better manage capacity

## Expand supply - by more than 40% by 2040

- Focus on riders from areas with less dense development and less concentrated service
- Seek lower cost solutions to increase supply - including opportunities for more leased lots, shared parking, on-street options, re-striping
- Build new facilities as demand and opportunity allow



# What it would look like: Bike & Ped

- Provide safe and comfortable bicycle and pedestrian connections at park-and-rides and major transit centers
- Expand and improve bike parking
- Seek opportunities to improve connections between regional trails and transit
- Coordinate with cities' bicycle and pedestrian programs



***“..by 2040, 84 percent of customers would get to the bus by walking or biking”***

# Discussion or Questions?

Review of what we just covered:

## Service Network Overview

- Service Network
- Alternative Services
- Access to Transit

Did we answer these questions:

- ☒ More information on service network
- ☒ Provide matrix on different service types
- ☒ Time span for planning partnerships
- ☒ How Alternative Services is described in the plan
- ☒ More information on system access

*Up Next:*

# Implementation Program Deep-dive

- Implementation
- Development timeline
- How it will facilitate meaningful partnerships
- Financial details

Questions to cover from the August 17 RTC Meeting:

- ☐ Implementation programs details
- ☐ Financial details



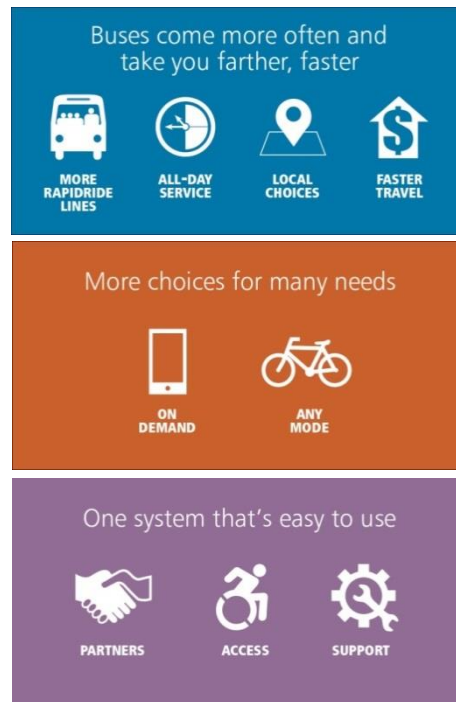
# Reaching the METRO CONNECTS vision

## Current work

Service Changes & Restructures	Alt. Services & Rideshare
Service Guidelines	RapidRide Expansion
Paratransit	TAMP
CIP	Fleet
Speed & Reliability	METRO CONNECTS
Support Facilities	Workforce
Transit Hubs	Training
Base Capacity	ITS/IT Systems
Workforce	Access Improvements
Fares	TDM

How do we make sure we can get to the METRO CONNECTS vision?

## METRO CONNECTS





# Implementing METRO CONNECTS

Implementation Timeline Graphic Under Development



# Working with partners

## **METRO CONNECTS identifies significant role for partners in achieving our shared vision**

- Implementation will require both regular and ad-hoc work with cities and other project partners
- Metro will work to capture nearer-term local plans and priorities throughout the County, as was done in METRO CONNECTS

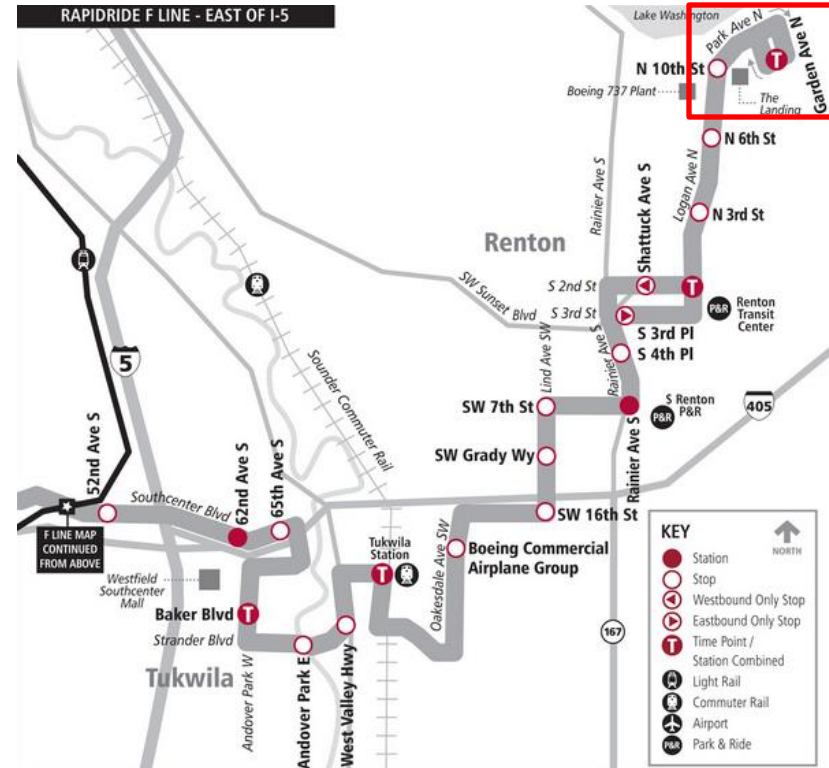
# Example: TOD & Parking

## South Kirkland Park-and-Ride



# Example: RapidRide

## RapidRide F-Line



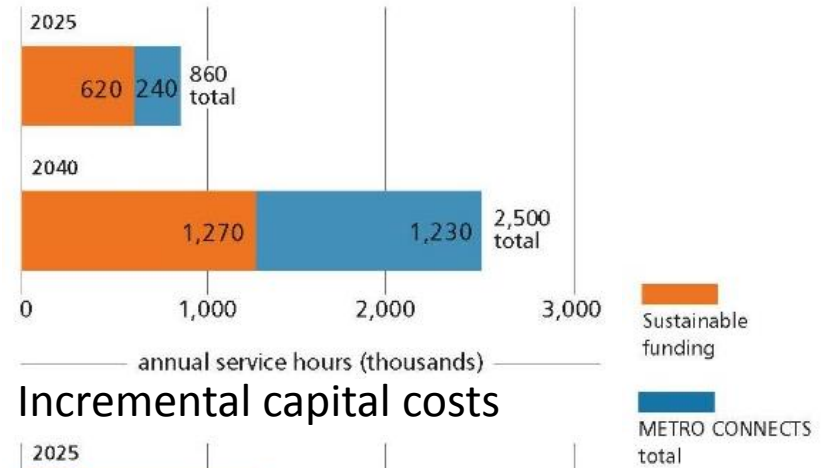
# Financial overview

## METRO CONNECTS

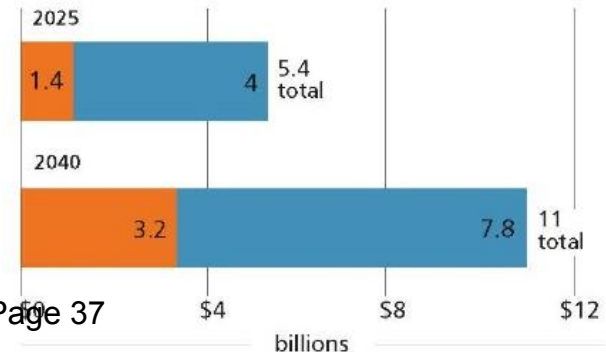
- High-level cost estimates for 2025 and 2040

**Implementation work will inform biennial budget and identify funding gaps**

### Incremental service costs



### Incremental capital costs



# Discussion or Questions?

Review of what we just covered:

## Implementation Program Deep-dive

- Implementation
- Development timeline
- How it will facilitate meaningful partnerships
- Financial details

Did we answer these questions:

- ☒ Implementation programs details
- ☒ Financial details

# Review of today's workshop and next steps

## **What we covered:**

- Context of METRO CONNECTS
- Service Network Overview
- Implementation Program Deep-dive

## **Next Steps:**

- September 21 RTC meeting
- October 19 RTC meeting

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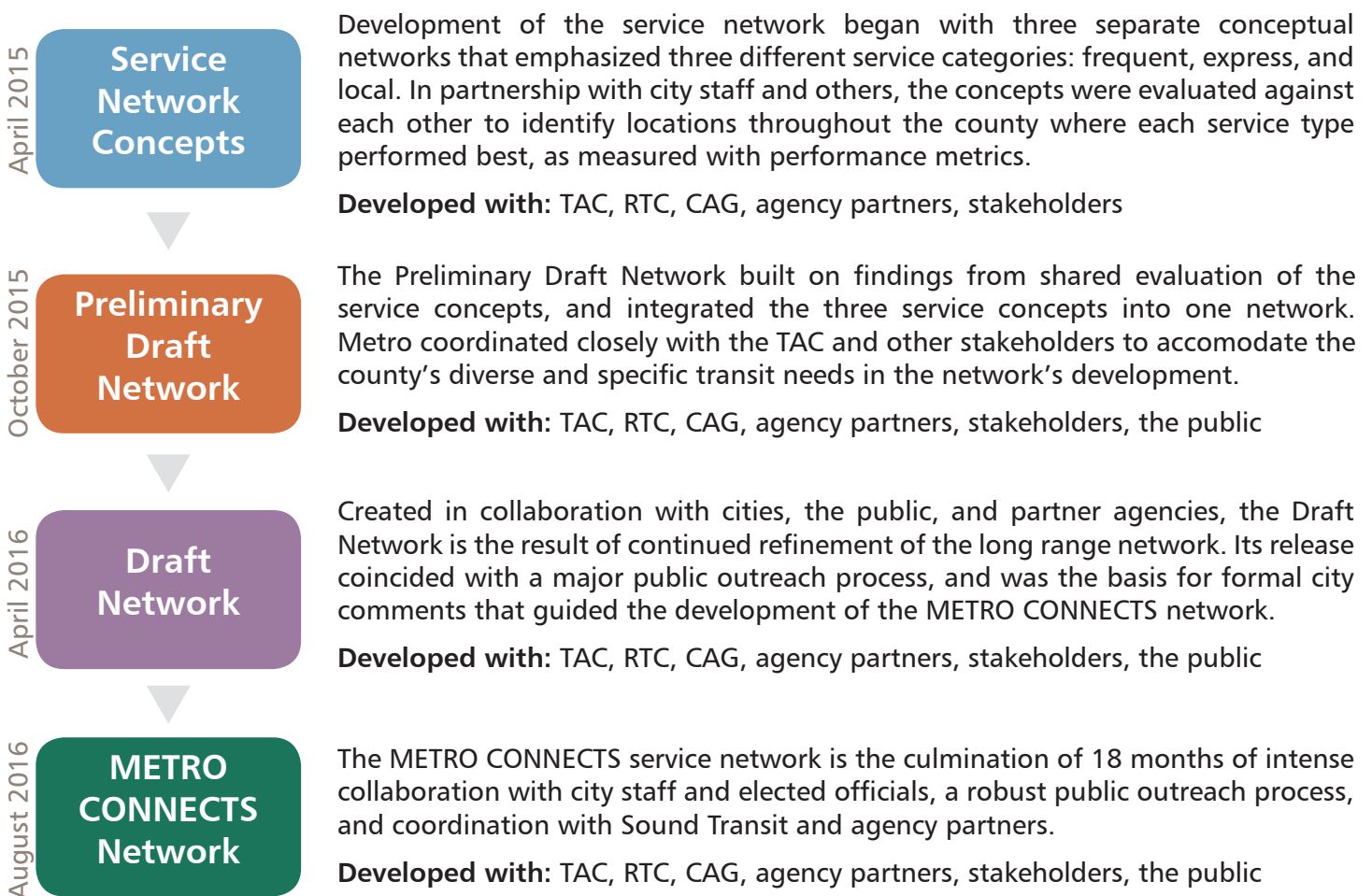
# METRO CONNECTS



## Developing the Service Network

The process to develop the service network for METRO CONNECTS began with dialogue with King County jurisdictions. A Technical Advisory Committee (TAC) comprising staff representatives from King County cities, partner agencies, and stakeholders was established to provide a forum for jurisdiction input, inquiry, and facilitate communication among cities regarding their transit needs. Representatives from Sound Transit, and other partner agencies were consulted to ensure the METRO CONNECTS service network was coordinated with their future service networks.

The network was continually refined through close coordination and collaboration with city staff, and included regular touchpoints with King County's Regional Transit Committee. In addition, a robust public outreach process and the plan's Community Advisory Group (CAG) provided guidance on the network's development throughout the planning process. The network was developed in four phases:



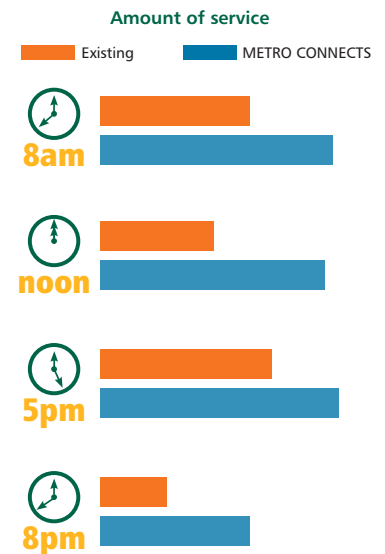
# How could the plan change the network?

METRO CONNECTS would add 2.5 million new service hours to Metro's service network by 2040, on top of the 3.5 million hours of service Metro provided in 2015.

The enhanced system would:

- Expand the frequent service network
- Move Metro toward a service network that operates all day, from earlier in the morning to later at night.
- Connect people to Sound Transit's expanding regional rail system.
- Meet current transit needs identified in Metro's annual Service Guidelines analysis, and future transit needs identified in cities' growth plans.

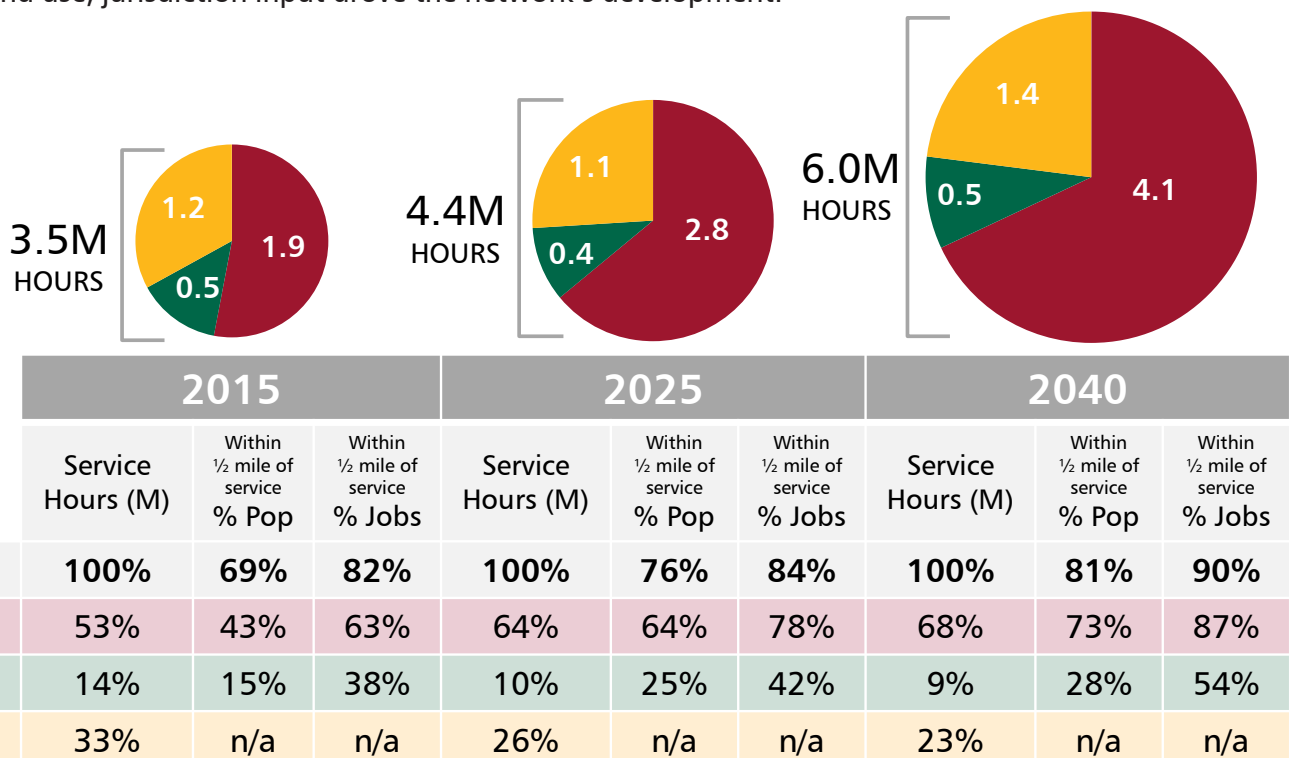
## More all-day service...



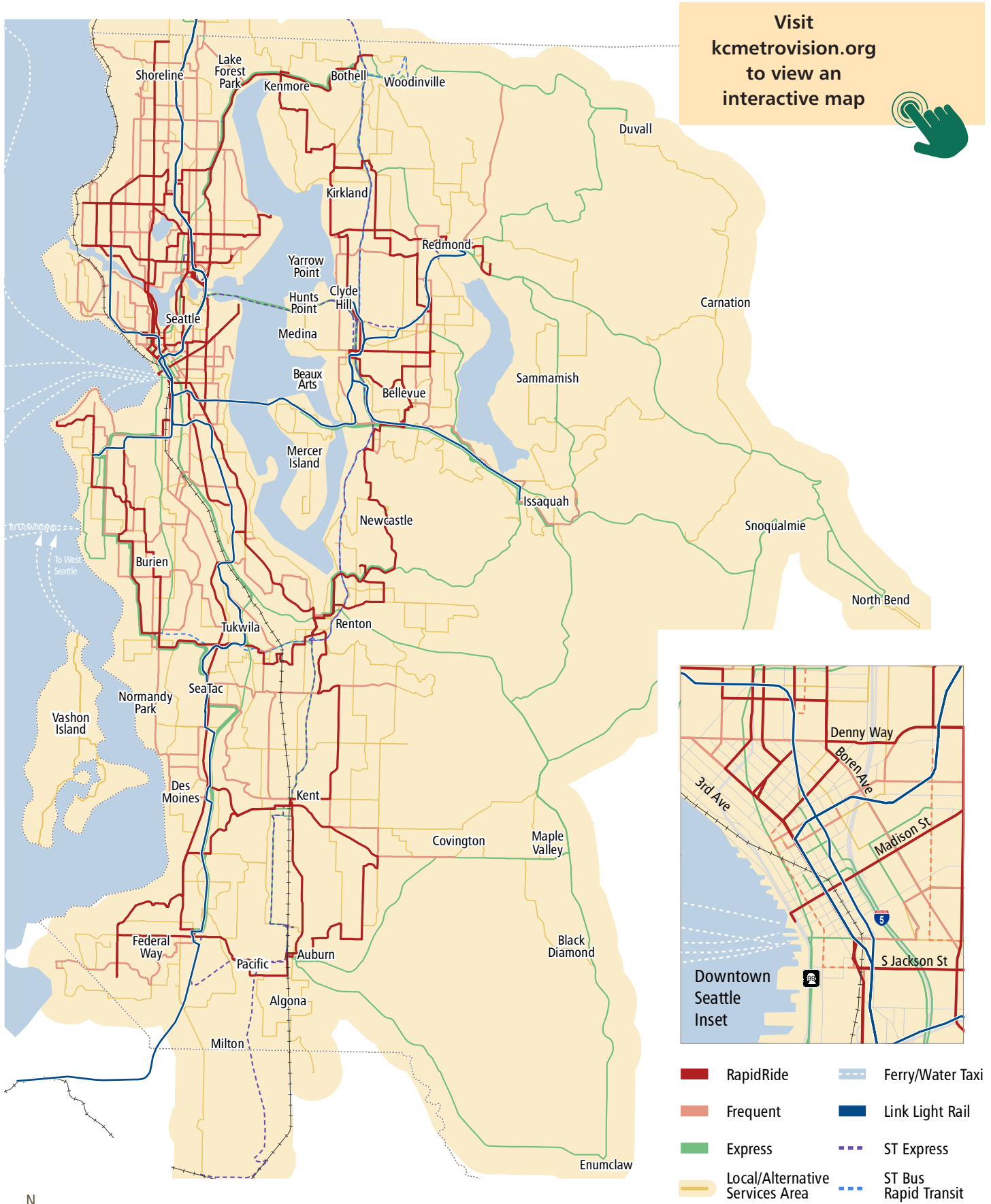
## More service, more frequency...

The table below shows the percent of planned service hours, and the corresponding percentage of King County population and jobs accessible, for each service type in 2015, 2025, and 2040.

- Since many areas have access to multiple service types, population and job access measures do not add up to one-hundred percent. This overlap can be seen on the service proximity map on page 4.
- Local service includes flexible and and alternative services, and may be provided in any area of the county. As a result, local service is excluded in these access measures.
- The figures below describe the network, however local and regional plans, land use, jurisdiction input drove the network's development.

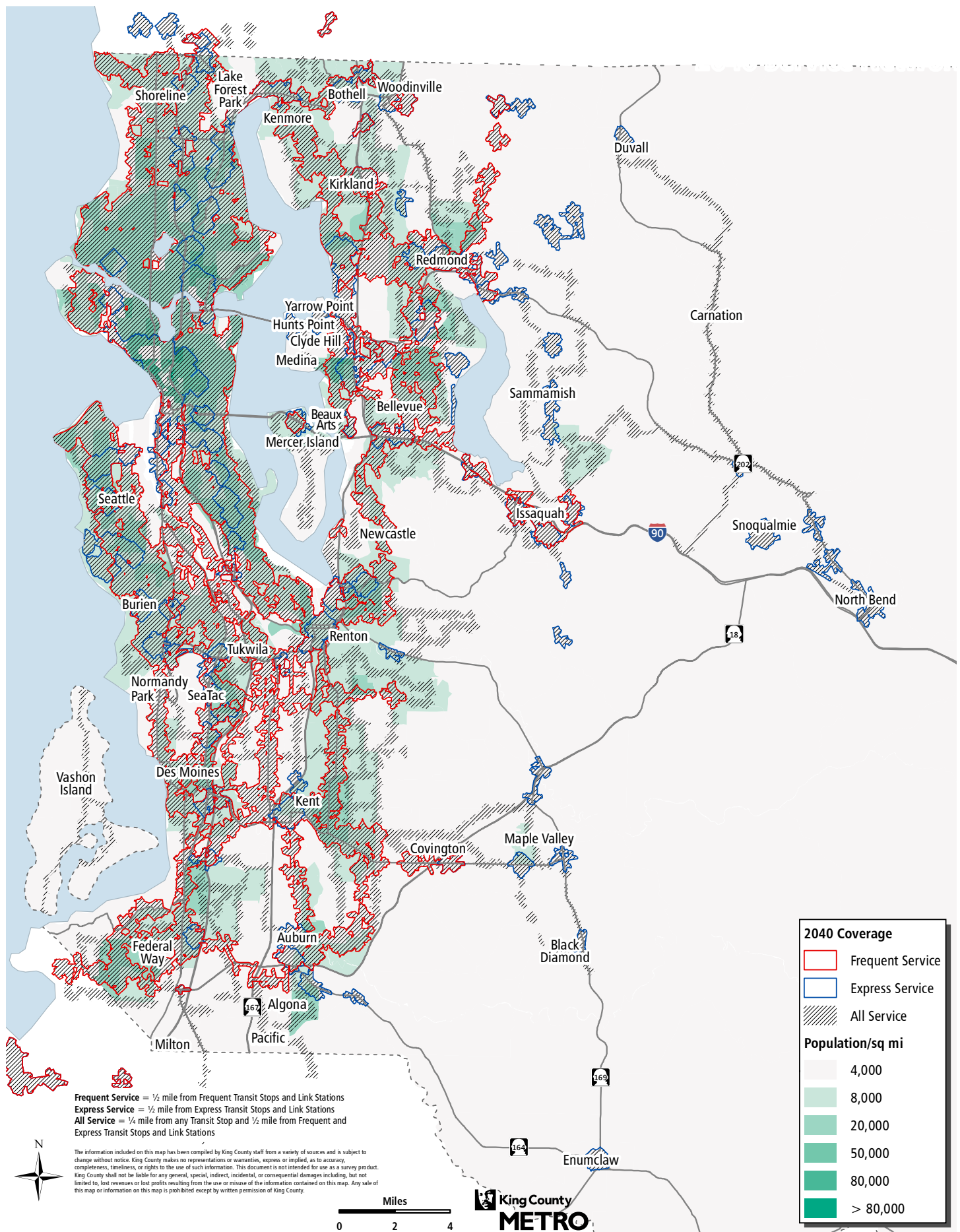


# METRO CONNECTS 2040 Service Network



The information in the maps in this plan was compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information in the maps. Any sale of the maps or information on the maps is prohibited except by written permission of King County.

# METRO CONNECTS 2040 Service Network: Population Proximity to Service



## ***METRO CONNECTS: Technical Advisory Committee (TAC) Membership***

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Below is a listing of the METRO CONNECTS Technical Advisory Committee membership that have been regularly engaged since the Committee's first meeting in February 2015:

<b>Jurisdiction/Agency</b>	<b>Member</b>
Algona	Jimmy Griess
Auburn	Kevin Snyder
Beaux Arts	Sue Ann Spens
Bellevue	Franz Loewenherz
Bellevue	Paula Stevens
Bellevue	Kate March
Black Diamond	Andy Williamson
Black Diamond	Seth Boettcher
Bothell	Sherman Goong
Burien	Brian Roberts
Burien	Maiya Andrews
Burien	Brandi Eyerly
Burien	Chip Davis
Carnation	Tim Woolett
Community Transit	Roland Behee
Covington	Bob Lindskov
Covington	Don Vondran
Des Moines	Grant Fredricks
Des Moines	Brandon Carver
Des Moines	Dan Brewer
Des Moines	Len Madsen
Duvall	Boyd Benson
Duvall	Lara Thomas
Enumclaw	Scott Woodbury
Federal Way	Rick Perez
Hunts Point	Mona Green
Issaquah	Andrea Snyder
Issaquah	Christen Leeson
Issaquah	Dave Favour
Kenmore	Kris Overleese
Kenmore	Debbie Bent
Kent	Charlene Anderson
Kent	Hayley Bonsteel
Kent	Kelly Peterson
Kent	Lacey Jane Wolfe
Kent	Monica Whitman
Kirkland	David Godfrey
Kirkland	Adam Parast
Kirkland	Stephen Padua
Lake Forest Park	Frank Zenk

Lake Forest Park	Neil Jensen
Lake Forest Park	Steve Bennett
Lake Forest Park	Ande Flower
Lake Forest Park	Jacob Tracy
Maple Valley	Matt Torpey
Medina	Robert Grumbach
Mercer Island	Kirsten Taylor
Milton	Aaron Nix
Milton	Mark Howlett
Newcastle	Jeff Brauns
Newcastle	Tim McHarg
Normandy Park	Chad Tibbets
Normandy Park	Amanda Leon
Normandy Park	David Nemens
North Bend	Gina Estep
Pacific	Jim Morgan
Pierce Transit	Darin Stavish
Port of Seattle	Geraldine Poor
PSRC	Gil Cerise
PSRC	Craig Helmann
Redmond	Nina Rivkin
Redmond	Chester Knapp
Renton	Jim Seitz
Sammamish	Cheryl Paston
Sammamish	Andrew Zagars
Seatac	Anita Woodmass
Seattle	Bill LaBorde
Seattle	Tom Hauger
Seattle	Candida Lorenzana
Seattle	Benjamin Smith
Seattle	Michael James
Seattle	Edie Gilliss
Shoreline	Nytasha Sowers
Snoqualmie	Nicole Sanders
Snoqualmie Valley Transportation	Amy Biggs
Sound Cities Association	Katie Kuciemba
Sound Transit	Eric Chipps
Sound Transit	David Beal
Sound Transit	Karen Kitsis
Tukwila	Jaimie Reavis
Tukwila	Rachel Bianchi
Tukwila	Brandon Miles
Woodinville	Jenny Ngo
WSDOT	Carol Hunter
Yarrow Point	Stacia Schroeder